

U.S. Department of Transportation
The Coast Guard
Reservist
May-June 1980



UNCLAS

USS SPENCER C.G. WW II ASSN. Seventh reunion will be held 17, 18, 19, Oct at the Hilton Inn, El Paso, TX. For additional information, contact P. L. Davidson, 4531 Montana Ave., El Paso, TX, 79903 (915-566-9343).

LT(jg) Kathy Kiely, USCGR, has been awarded the Coast Guard Achievement Medal for outstanding performance while serving as editor of the Reservist magazine. Kathy is now an editor/writer for Time-Life Books in Washington, D.C.

Oops! Our apologies to CAPT J. N. Shrader, who was listed as CDR Shrader, selected for the Defense Economics Course in the last issue.

CAPT Royal E. Grover recently retired after serving as Deputy Chief, Office of Reserve, at Headquarters. His successor will be CAPT Sandiford Bee, an RPA from Eighth District (di). CAPT Kenneth Murphy is now serving as Acting Deputy Chief, Office of Reserve.

Cover photo—A reservist wearing protective mask and clothing makes an eerie profile inside a tear gas chamber. The scene took place during a recent interservice training exercise on NBC warfare at CG Training Center-Cape May. Nearly 150 seagoing reservists from New Jersey and Delaware were given "hands-on" training by members of the Pennsylvania National Guard and Army Reserve. (Photo by LCDR W. W. Moore, III USCGR.)

The following is an open letter to the Commandant of the Coast Guard:

Dear Admiral Hayes:

Portions of your report printed in the November-December 1979 issue of the Reservist encouraged me to write this letter. As a concerned, but sometimes misdirected member of a representative group in the Coast Guard Reserve, I would like to call to your attention our continuing availability, qualifications, and projected future use.

The Representative Group:

1. A petty officer qualified in his or her field, E-4 through E-9.
2. A member of the Reserve in the age group 35 to 45 years of age.
3. A member with other excellent civilian qualifications that could be of extreme use to the Coast Guard.

Availability:

1. For extended active duty, one or two years, etc.
2. For shorter extended periods, 30, 60, or 90 days, etc.
3. Some would also convert to regular Coast Guard at the end of extended active duty, given the proper opportunity and incentives.

Qualifications:

1. Most are well qualified in

their career field and need only minimum retraining or phase-in time.

2. Some are better qualified in other career fields and would lateral to another career field, aligning their Coast Guard and civilian career fields.
3. Many of these reservists are highly educated and could be offered direct commissions or warrant commissions where their education could be put to better use while on active duty.

Projected Use:

To assist in filling the continuing needs for qualified and devoted personnel as the Coast Guard accepts more and more responsibilities.

This letter may not suggest anything new, but it is intended to point out the possibilities available within this age group. The possibilities become more evident when you consider that modern medical technology has made age less important as a factor for selection and projection in terms of useful work years remaining. Raising the age group cut-off ten years for most of your programs could open up a whole new generation of already skilled and trained personnel for future needs.

Sincerely,

Daniel E. King, RMCS, USCGR

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

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Commandant, U.S. Coast Guard

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1/54)
Washington, D.C. 20593

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CG-288

Admiral's corner

Many of you may not be familiar with the Coast Guard Mutual Assistance Program, although some of you may remember it by its former name "Coast Guard Welfare." To give you some idea of the scope of Mutual Assistance, the revised preamble of the organization follows:

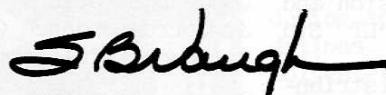
Coast Guard Mutual Assistance is an organization established to provide aid in time of certain emergency, housing, or educational needs. It can assist active duty and retired military personnel of other armed forces serving with the Coast Guard and their families; commissioned personnel of the Public Health Service serving with the Coast Guard and their families; and the families of those members of the Coast Guard who died while on active duty or in a retired status. It can also assist Coast Guard civilian employees, reservists, and auxiliaries through a sponsorship program. Through counsel, financial grants, and loans, Coast Guard Mutual Assistance aspires to promote the general well-being of the people it serves.

Coast Guard Mutual Assistance Sponsorship Program

1. Coast Guard Mutual Assistance may provide aid in the form of counsel, special service, and non-interest bearing loans to civilian employees of the Coast Guard, Coast Guard Reserve, and to active members of the Coast Guard Auxiliary, in time of personal need.
2. Personnel eligible under these programs shall be sponsored by their respective organization:
 - a. in the case of a civilian employee, by the Unit Commanding Officer.
 - b. in the case of a reservist, by the Commanding Officer of the Reserve Unit, or in cases involving Reserves assigned Active Duty for Training, by the Commanding Officer of the active duty command.
 - c. in the case of an auxiliary, by the Flotilla Commander.
3. In the case of a loan request, a sponsor shall verify and endorse the need of the member applying for assistance.
4. Authority to approve loans under this program is reserved to the Coast Guard Mutual Assistance District Directors and, for loans in excess of \$1,500.00 to the Board of Control.

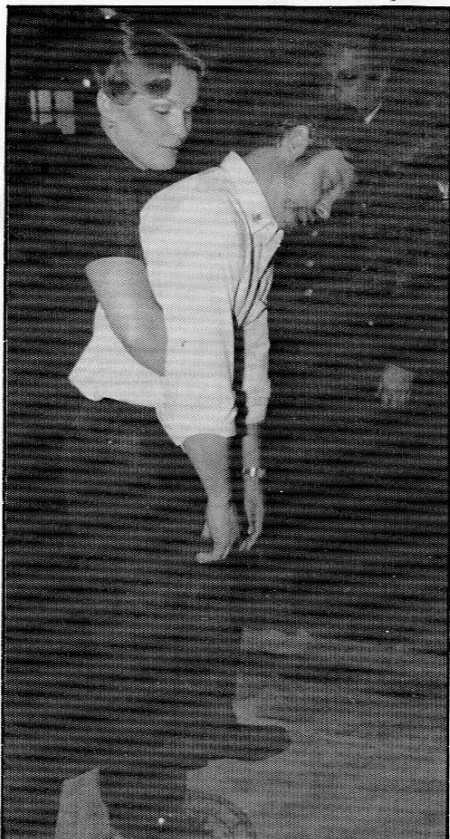
Eligibility for membership was only recently expanded to include Coast Guard civilian employees, reservists and auxiliaries. Hopefully, most of you have been provided additional information on the program and, through a letter from the Commandant, have been asked for your monetary support of the program.

I have had many occasions during many years in the Coast Guard to see first hand the good and help that this organization has provided. I earnestly request that you show your wholehearted support for this concept of "helping our own" by your participation in this year's Mutual Assistance fund-raising campaign.



RADM Sidney B. Vaughn
Chief, Office of Reserve

brief comments



Down, boy--er, girl!

Actually, what Alana Nelson of the Michigan Heart Association is demonstrating with RM2 Howard Walker, USCGR, is first aid for a person who is choking, the abdominal thrust. Members of CGRU Saginaw, MI, recently received two days of intensive CPR training. (Photo by PS2 Richard Weir, USCGR.)

It's here. . . at last!

The new Coast Guard Reserve Administrative Manual (COMDTINST M1001.26, formerly CG-296), is now ready for distribution and should arrive at your units shortly.

This seven month project, which consisted of a total revision and rewrite, was headed by LT Stu Brynn, USCGR.

Questions about the distribution of the new manual should be directed to CWO4 Dick Flood, G-R-1/54, (202) 426-2350.

Getting those points

In the interest of erasing any misconceptions, myths, or otherwise unclear impressions concerning retirement points earned in the Coast Guard Reserve, the following information is presented for clarity and reference.

Approximately three months after the end of the anniversary year (A/Y) of each inactive reservist, the Coast Guard Reserve Annual or Terminal Statement of Retirement Points (CG-4175) is generated from a computer to reflect the past year's performance. The three-month time delay is built in the computer system to allow for the normal processing of points accumulated for the A/Y. Points are credited for performance in the following four areas:

1. Drills:

- One point for each duly authorized drill attended in a pay or non-pay status. This is further defined by being either a single drill (at least three hours long) equal to one point, or a multiple drill (eight hours), equal to two points.

- One point for each completion of equivalent instruction or duty (EIOD).

- One point for each period of appropriate duty.

2. Active Duty:

- One point per day for performance of active duty.

- One point per day for performance of active duty for training.

- One point per day for performance of special active duty for training.

- One point per day under orders approved by the district commander for a specific purpose (meeting, lecture, etc.).

3. Correspondence Courses:

- Successful completion of cor-

respondence courses administered by the Coast Guard and Navy provide point credit based on the particular course. COMDT (RT) determines point credit for course completions from other sources. To receive point credit for correspondence courses, they must be completed while not on active duty.

4. Membership Points:

- Fifteen gratuitous points are credited for each anniversary year of membership. These fifteen points will be pro-rated in the case of less than a full anniversary year.

When total points earned for correspondence course completion, drills and gratuitous points exceed 60, the total is adjusted to a maximum of 60 under current regulations. Retirement points are credited in the anniversary year in which the points are earned. Each anniversary year in which at least 50 points are earned represent a satisfactory year.

The retirement point credit system is explained in greater detail in chapters two and five of COMDTINST M1001.26 (the Reserve Administrative Manual, formerly CG-296), which will soon be in the field.

The annual statements reflect points for the current anniversary year, and, additionally, reflect total points and total satisfactory years to date. It is recommended that you verify these annual statements. All discrepancies should be brought to the attention of district (r) via chain of command. If district (r) is unable to resolve the problem, they will forward your request to COMDT (G-RA/54) with supporting documents for appropriate action.

Advancement to CPO

Whatchagotadotagetit

If you are a chief petty officer or intend to compete for advancement to chief petty officer in the near future, read on.

Commencing with the October 1979 Servicewide Examination, there are no longer formal boards for selection of chief petty officers (E-7 through E-9). Advancement of CPO candidates are effected by Commandant (G-RT) after the results of the October Servicewide Exam are computed and after all advancement documentation is closely reviewed to ensure that all requirements have been met.

This year, as a result of the October 1979 Servicewide Exam, there was a change in the effective date of advancements for CPO. In an effort to advance CPO candidates in a more timely manner, and in view of the fact that no formal selection boards were required, 146 of the candidates were advanced 1 March 1980.

Unfortunately, there were a large number of discrepancies found in many candidates' advancement documentation and their advancements were delayed.

In those cases where the documentation had correctable discrepancies (usually an administrative oversight), the package was returned to the district

commander (r) for appropriate correction and resubmission. A supplemental advancement is being established to include those candidates being reconsidered.

In the future, it is not intended to have a supplemental advancement list for CPO advancements as a result of incomplete advancement packages.

Such delays cause a tremendous amount of unnecessary administrative work at all levels of the chain of command. The delay ultimately affects the individual reservist by assigning a later effective date of advancement than originally would have been assigned, or, in some cases, causing invalidation of the candidate from consideration.

It is imperative that all levels of the chain of command exercise greater attention to detail and thoroughly review all documentation submitted. In addition to ensuring that the eligibility requirements have been satisfied, special attention should be taken for the following:

1. Record of Practical Factors (OG-3303C) must be completely and correctly filled out and signed.
2. CPO evaluations must be current (within 36 months of recommendation).

3. CPO evaluations must be in a rating related billet. No matter how outstanding an evaluation submitted is, it cannot be accepted unless it is performed in a rating related billet.

4. E-8 and E-9 candidates must submit a signed Reserve Training Agreement.

Competing for advancement to CPO takes planning and foresight on the part of the individual reservist and his or her chain of command. Fulfilling the requirements for advancement should be the result of organization and career planning and not a last minute shuffle. The ADMINMAN for the Coast Guard Reserve (COMDT-INST M1001.26 - formerly CG-296) should be carefully examined as it relates to advancement as well as the current Commandant Notice 1418, which provides the latest updates and changes to the Coast Guard Reserve advancement system.

If you are a CPO candidate, show the initiative and responsibility that you should possess and double check all documentation submitted for your advancement. The ultimate responsibility for meeting requirements for advancement rests with the individual reservist.

Simon succeeds

During the past 17 years, Coast Guard reservist YNCS Sonia L. Simon has set a number of firsts in the 12th Coast Guard District.

She was the first female Reserve Chief in the 12th District, then the District's first woman Senior Chief. Now Simon has received notification of her promotion to Warrant Officer, which makes her the first (and only) female Warrant Officer on the West Coast.



Warm hat for cold weather

The Air Force cold weather ("trooper style") hat is now authorized for optional wear with the Service Dress Blue, Undress Blue, and Working Blue uniforms, during appropriate climatic conditions. These hats are blue polyester/wool serge, with ear and neck flaps. They are to be worn with the large cap device centered on the front flap.

brief comments



Recognize this North Atlantic scene?

The beauty of Newfoundland was not lost on SKC John D. Maxim, USCGR, while aboard the cutter McCulloch in 1959. Anyone who has sailed into Argentina will recognize the scene as "Mae West."

Reserve Forces Almanac 1980

The 1980 editions of the popular and useful military reference books published by Uniformed Services Almanac, Inc. are now available.

The Reserve Forces Almanac focuses on specific information prepared for members of the Reserve.

Most exchange stores carry these books and they can also be ordered directly from the publisher. Each edition sells for \$2.50 each (plus 25 cents for postage and handling) or \$3.50 via first class mail. Special discounts are available for quantity purchases by units and organizations. Requests for information and orders should be sent to: Uniformed Services Almanac, Post Office Box 76, Washington, D.C. 20044.

Knowing the system pays off

In the past three years, the Coast Guard Reserve advancement system has undergone some significant changes. If you have not paid close attention to these changes, you could be invalidated in future competition because of lack of proper qualifications. Review the changes below to make sure you are on the right track.

1. The advancement multiple computation is used to rank-order all candidates participating in the Servicewide Exam competition. After the exams are scored and the final multiples computed, the Advancement Eligibility List is distributed to each district. If you are above the cut-off mark, you will be advanced effective 1 January for the October cycle and 1 July for the April cycle. The "cut-off" mark works the same for CPO candidates as well. However, their advancements are made after all advancement requirements are verified by Commandant (G-RT). In both cases, the cut-off is determined by vacancies

generated within the pyramidal structure in each rating.

2. All requirements for advancement, with the exception of Months in Paygrade in Seagoing Service and Months in TRACAT A, must be met prior to date of recommendation by the commanding officer (submission of Form 4716).

3. Advancement competition for CPO grades is held only during the October Reserve Administered Servicewide Exam.

4. There are no Sea Duty requirements for advancement to any enlisted paygrades.

5. Non-resident courses for advancement are administered in two parts: a rate course and a military requirements (MRN) course. Even if the rate course is waived, the MRN course is still required for advancement. Check the current Commandant Notice 1418 to find out which rate courses are to be waived for a particular Servicewide Exam.

6. If you are not advanced within three years of completing

a correspondence course that has been subsequently revised, you must complete the new course to qualify for advancement.

7. The Advancement Recommendation and Examination Request (Form 4716) is now being prepared in smooth form at the unit level in most districts. When you sign this form, you must verify that it is correct. If it is not correct, you could lose valuable points in the advancement multiple, or even be invalidated by the Coast Guard Institute.

Every Coast Guard reservist will come in contact with the advancement system at some time. The system is designed to advance the most qualified candidate and it has a direct influence not only on your career pattern, but increased pay, benefits, responsibility and job satisfaction. Advancement is not by luck, but through proper preparation. Know the system.



USCGC Blackthorn

She was 37, old by Coast Guard standards, but still functional. She was not a glamorous ship. She was a workhorse, a 180-foot buoy tender, one of a class of ships that forms the backbone of the Coast Guard's aids to navigation operations.

She was heading for her home in Galveston the night of 28 January when the collision with the SS Capricorn occurred, a half mile west of the Skyway Bridge in Tampa Bay. Weather was reported calm, visibility nine miles.

Group St. Petersburg received the "Mayday" about 8:24 p.m. The Blackthorn sank three minutes later, taking with her 23 of her crew. Another 27 survived.

It was the worst Coast Guard tragedy in peacetime history.

In a message to the Coast Guard, Secretary of Transportation Neil Goldschmidt said, "The accident that took the lives of your comrades reminds the public of the risks taken each day by gallant men and women of the Coast Guard. You who serve, or have served, on sea assignments needed no reminder of the hazards of your chosen career. President Carter joins me in extending our most sincere sympathies to the families of those who died in the service of their country, and our hope for a speedy recovery to those who were injured. May I extend my personal commendation to those who worked selflessly through the night and beyond in the dangerous duty of search and rescue".

A memorial fund has been established to honor those who were killed. Contributions may be sent in care of Commander (dcs), Eighth Coast Guard District, Hale Boggs Federal Building, 500 Camp Street, New Orleans, LA 70130.

Survivors

LCDR G. J. Sepel, Commanding Officer
 LT D. B. Crawford, Executive Officer
 ENS J. R. Ryan
 CWO J. S. Miller
 BMC R. D. Robinson
 MKC R. B. Litterell
 QM1 J. L. Huse
 SS1 R. G. McCray
 MK2 P. M. Florence
 SS2 C. J. Campagna
 BM3 C. E. Bartell
 EM3 L. C. Clutter
 GM3 P. J. Lucas
 HM3 R. L. Chamness
 MK3 S. G. Overby
 SS3 D. B. Marak
 FN B. J. Dees
 FNMK R. C. Niesel
 SNSS S. J. Chaplin
 SN M. A. Rhodes
 SN A. M. Ware
 SAQM R. K. Shine
 FA D. M. Brooks
 SA S. A. Coleman
 SA M. C. Gatz
 SA M. D. Gray
 SA E. Solis

Deceased

ENS F. J. Sarna
 CWO2 J. J. Roberts
 MKC L. D. Stidhem
 ET1 J. F. Ressler
 SS1 S. I. Avila
 MK1 B. M. Lafond
 MK1 D. R. Maxcy
 DC2 D. M. Estrada
 EM2 T. R. Faulkner
 MK2 R. D. Boone
 QM2 G. Q. Crumly
 DC3 L. D. Frye
 EM3 E. F. Sindelar
 QM3 R. W. Gauld
 SS3 D. R. Frank
 SNGM R. B. Barnaby
 FA M. K. Luke
 SA W. R. Brewer
 SA W. R. Flores
 SA G. E. Harrison
 SA J. E. Prosko
 SA G. Rovolis, Jr.
 SA C. D. Hall

The following are extracts from a letter to RADM Vaughn by CAPT Muench on the occasion of his retirement from the Reserve. His remarks were so interesting, we felt they should be shared with our readers. We appreciate CAPT Muench's permission to reprint them here.

You'll never have to say...

story and photos by CAPT (Ret.) Norbert W. Muench, USCGR

"You'll be sorry" was the chant from the dormitory windows at the Coast Guard Academy as the latest group of CRCs (Candidates for Reserve Commission) reported on board that hot summer day in 1942, at New London, CT.

Having wintered the Navy V-7 program in January 1942, and having been given a physical discharge as unqualified physically for sea or aviation duty, I was most appreciative of the Coast Guard for giving me a chance to prove myself. However, those words of greeting by CRCs at the Academy were not the most encouraging.

As I come to my date for retirement after 37 years of association with the Coast Guard, I have been in the process of cleaning out my file drawer. I can't help but reflect on my Coast Guard Reserve experience in the theme of those warning words, "You'll be sorry."

It is true that my first duty assignment gave cause for contemplation. My roommate in Chase Hall was a Harvard graduate and a persuasive individual. We were allowed to choose our first duty location, and we had decided that we wanted the most adventurous spot, which seemed to be Alaska. When the orders came out, I was assigned to the USCGC Onondaga in the Aleutians. He chose the Coast Guard Academy. I again remembered, "You'll be sorry."

When I reported to the ship in late 1942, I was the first "90-day wonder" to be assigned. Our officer complement, after the captain, included three lieutenant commanders, all Academy graduates, along with other regular duty personnel. Needless to say, I was accepted with well-grounded suspicion.

We operated from the Icy Straits to Kodiak and Dutch Harbor. As the naval forces gathered for the attack on Attu, we moved westward to Adak and

Amchitka. The Onondaga was the capital ship at Dutch Harbor when the Japanese attacked as a prelude to the Battle of Midway. At that time, she was credited with at least one enemy plane shot down. Because of her ice-breaking bow and broad beam, she was ideally suited to Alaskan waters. I remember when we made our first passage into the Bering Sea at Scotch Cap. The remark was made that there were not many people privileged to have this experience. In the stormy seas, again I wondered if I would be sorry.

With no radar on board and the foggy Aleutians making celestial navigation impossible, it was no wonder that many ships went on the rocks at Scotch Cap. We went to the rescue of one, The Adventurer, but she had been abandoned and was already being pounded into oblivion by the heavy seas. With both anchors streaming, we were hit by a williwaw that blew us like a feather in the breeze, dragging both anchors. (An incident like that can ruin your day!) Once, we were sent after an abandoned barge, which we recovered and towed back to Kodiak at the clipped speed of one knot. Then there was the ice storm that left us encased in its frozen grip and worried that we might capsize as we rolled through a 90° arc. For an ice-breaker without roll preventers, this was a normal roll. It was only after filling both lifeboats alternately with water and breaking both strongbacks that it was decided, despite regulations, the lifeboats would be completely secured when underway. Then there was the "green sea" we took over the bow which I thought would wipe out the bridge as it hit, like running into a solid wall. Another time, the ice-breaker Onondaga became a fireboat when the Quonset hut with all the Kodiak supply of beer went up in smoke.

Finally, we were hit by a Navy tug that was

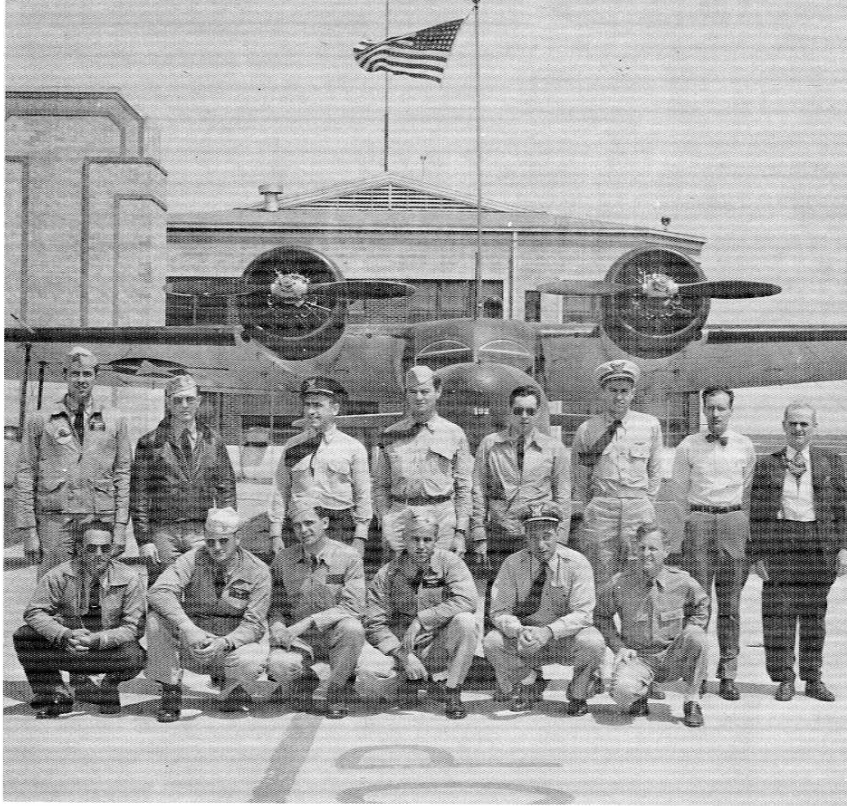


Photos—opposite: the frozen bridge of USCGC Onandaga appears specter-haunted as the ship navigates the Bering Sea in 1943; above: the Onandaga at Dutch Harbor in 1942. The ship, built in 1935, served nobly throughout WWII; below: the blue bands across the sailor hats of these nautical-looking fellows indicates their potential officer status.



trying to help us free a freighter from the beach. She loomed out of the night fog and put a clean hole amidship. This necessitated a return to Seattle for overhaul. In order to make this trip interesting, we towed the decommissioned Algonquin from Kodiak to Seattle - one of the longest tows in Coast Guard history. I certainly wasn't sorry to get back to Seattle safely.

After overhaul, the culmination of my seagoing experience came at the invasion and recapture of Attu. We were in the North Pacific Fleet at Adak. With battleships and cruisers in the harbor, there was no anti-submarine net, so the night before the attack we were given "dog" patrol to guard against submarines. As we crossed from point to point in the fog, I found that Navy minesweepers were operating at a right angle directly in our course. Due to the fog, the only way we could tell where they were was by looking for the phosphorescence in the water caused by their paravanes. Suddenly, I noticed what appeared to be the silhouette of a submarine with only the phosphorescence of its wake to indicate its presence. With the danger of attack imminent, and knowing we had an icebreaking bow, my immediate reaction was to order full speed ahead and ram her amidships. However, a note of caution echoed in my mind and I decided to take a sounding. That quickly proved that what I was about to ram was a reef. I always considered this a bad mark until a few years ago when I saw a Japanese documentary, "Retreat from Kiska." In that film, the Japanese fleet mistook a reef for an American naval vessel and opened up with guns and torpedoes. It only proves that the Aleutians are treacherous and natural deception is preva-



lent, so that you could well be sorry.

Coincidentally, within a week I had orders to flight training. Having held a private pilot's license during college, it was a relatively easy transition for me and much safer for the Coast Guard's seagoing operations.

After flight training and operational training at Biloxi, adventure again beckoned. Volunteers were asked for VPB-6 in Greenland. Thus it was that in 1945, I was designated Patrol Plane Commander for the Biloxi plane and crew. Again, I wondered if I would be sorry.

Adventures we did have! Flying out of Blue West-1, one never knew whether we would get back in because of a minimum altitude for instrument of 12,000 feet. One day, for instance, we took off behind an Air Force C-47. We flew the 50 miles to the end of the fjord, took one look at the weather and returned to base. The C-47 continued on and shortly afterward we received word that it had disappeared. We then had to go out to look for the crew. Unfortunately, they had hit a "stuffed cloud," a mountain, with fatal results. Another time we were at 12,000 feet when we iced up, losing all of our radio antennae. When the airspeed indicator froze up and showed zero, we decided to descend. Fortunately, we came out in a valley. A week later, in the same area, another Navy PB4Y hit a "stuffed cloud" with all hands lost.

Going north of the Arctic Circle we had no radio facilities. We navigated by counting fjords--and they all looked alike. It was important to keep the count straight, since there was only one airstrip on the side of a mountain at Blue East-2.

One flight into Goose Bay in a PB4Y-5A was with a temperature of 40° below zero at the surface.

Before we landed, the tower warned us that four R5D transports of the Air Transport Command were grounded with their engines frozen solid. Therefore, I had the brilliant idea of keeping our engines running while we discharged our cargo before continuing on, since we did not need refueling. All went smoothly until we were 100 feet in the air on takeoff. At that point came the cry that we were losing all of our oil out of the starboard engine. Since a PB4Y barely flies on two engines for takeoff, we had to leave the faulty engine running. We were just able to get enough altitude to turn and land. As we touched the ground, the oil pressure went to zero. Again, I remembered, "You'll be sorry."

The culmination of my active duty flying came on 6 February 1946. We were ordered to perform an ice patrol after picking up mail by skyhook for the Loran station at Battle Harbor. Thirty years later, in 1976, I was to discover through an article in the Wall Street Journal that this was the first flight of the International Ice Patrol. Chalk one aviation first for the Reserve!

After World War II there was no Reserve program for several years. However, in 1953 I received orders to Naval Reserve flight training. Since I flew out of NAS, New York, as an instrument training instructor, I was able to have close contact with the Coast Guard Air Station at Floyd Bennett Field. We were flying PB4Y2s, the Privateer. The high point of this duty was operating with the 6th Fleet in the Mediterranean. To this day, I have displayed in my office a picture of our plane on the landing strip at the Rock of Gibraltar. My wife was certain I would never make it and that I'd be sorry. Coincidentally, as we departed from Nice, France, we flew over a



ship, the Andrea Doria. It was her last voyage - she never made it. We did!

In 1959, I was offered the command of the first Rescue Coordination Center Reserve unit of ORTUR for the Third District. Although I hated to give up flying, and wondered if I would be sorry, this unit was to try out an operational concept now known as augmentation. We built up a unit in the Rescue Coordination Center on weekends. As runners-up for two years for the Canfield Trophy, our proudest moment was when the Eastern Area inspectors stated in their report that we were truly an operational unit.

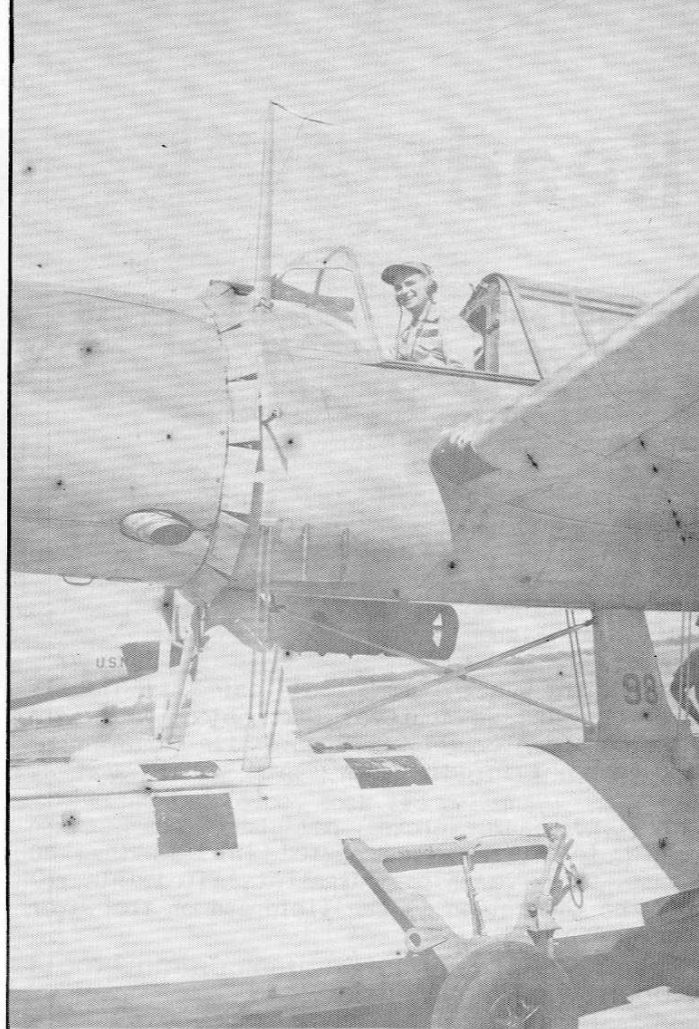
A business transfer from New York to Syracuse ended my command of the ORTUR. Having been indoctrinated in operational Reserve duty, I managed to convince the SAGE system of NORAD located in Syracuse that I could work in a Reserve capacity for SAR coordination. We did some interesting exercises with Alrae (Airborne Radar) aircraft surface targets. Operation "Sail," well before the bicentennial, was one such coordinated exercise with the Coast Guard.

To add frosting to the cake, the Coast Guard Reserve made it possible for me to attend both the Naval War College and the National War College. These were brief, but thrilling experiences.

Now that all of this has come to an end with retirement facing me, I must admit that I now know the meaning of the words, "You'll be sorry." Yes - I am sorry that the wonderful years of adventure that the Coast Guard Reserve gave me are now at an end.

I can only conclude with sincere appreciation to the U.S. Coast Guard Reserve and all best wishes for the continued success of your program.

Many Thanks!



Photos—clockwise, from left: instrument training students and instructors pose before a bulbous-nosed PB5. Muench is third from left, front row; a PB5A rests comfortably in Greenland waters. Note that the call letters have been whited out in the photograph for confidentiality. PB5A no. 46575, similar to the one shown, flew the first International Ice Patrol reconnaissance flight; Muench in 1944; Third District's Rescue Coordination Center as it appeared in 1960.

Ready at 'Ready One-Eighty'

story and photos by PA1 Bob Borden, PA2 Marshall Berman, and PA3 Harvey Scott, USCGR

It was the largest mini-war exercise of its kind ever held in northern California, involving more than 3,000 Coast Guard, Navy, Army, Air Force and Marine reservists. The stage was set under grey, cloudy skies the first weekend in November.

Although the war scenario included Green, Blue and Orange forces battling and sometimes defending one another, the key to the exercise, dubbed "Ready One-Eighty," was training, not winning or losing.

"Training was the number one objective in this operation and we achieved that objective," said RADM Donald Albright, USNR, overall commander of the combined forces. "We proved we are a ready force."

RDY1-80, an exercise that took almost ten months to plan, was executed in less than 40 hours. Reserve photo-journalists filed this report on the action in the field and on the water during RDY1-80.

Aboard the Point Winslow:

Using high-speed maneuvers and simulated missile fire, the 82-foot cutter engaged both an enemy minesweeper and the USS Tulare as the Winslow attempted to block enemy shipping five miles north of Treasure Island.

The Winslow had her spirits dampened, however, when 14- to 16-foot swells dangerously rocked the Winslow as her crew prepared to lay a series of sonar buoys.

After battling the seas for 90 minutes, the Winslow could no longer be maneuvered for position to take each new wave. Its mission was finally aborted.

Aboard the Midgett:

Within minutes after the last reservist boarded the USCGC Midgett at her berth at Long Beach Station, the ship got underway.

Earlier in the afternoon, 25 reservists, representing units throughout the 12th District, had been flown to Long Beach aboard a Coast Guard C-130 to begin two weeks ADT aboard the Midgett. The group represented the largest number of reservists ever to come aboard the 378-foot vessel at one time.

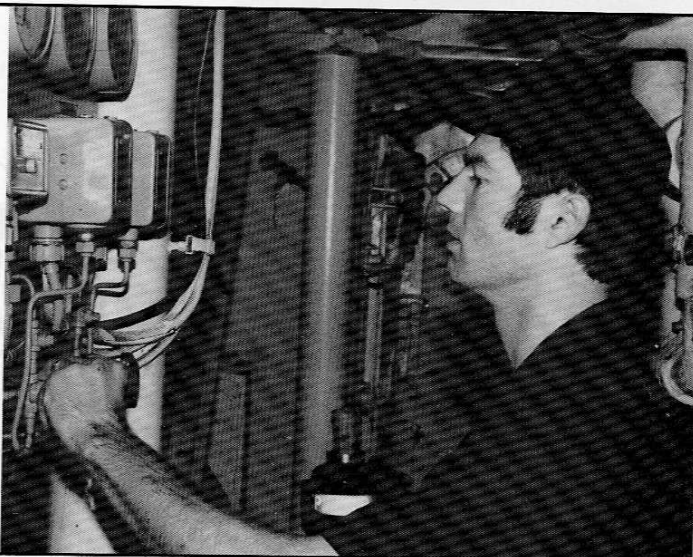
After spending the first few days operating off the southern California coast, the ship headed north to San Francisco to participate in RDY1-80.

The Midgett cruised west of the Farallon Islands, providing anti-submarine and anti-aircraft assistance to the friendly "Democratic Franciscan Monarchy," better known as the Blue Forces.

Under cloudy skies and a slight drizzle, the



Coast Guard and Navy vessels steam together during recent war game exercises.



Photos—from left: GM2 Glenn Isaacs, USCGR, gets a chance to work in his rate while serving aboard the Midgett; FN Robert Garner, USCGR, checks auxiliary gauges on the Midgett.

Midgett teamed up with its sister Blue ship, the USS Orleck to hunt for nuclear submarines of the enemy forces.

The ships steamed together on a parallel course 500 yards apart while their Combat Information centers waited to make contact with the deadly submarine.

Navy ASW helicopters joined the search, dropping sonar buoys and hovering over the water like hunting dogs pointing to their prey.

The submarine finally surfaced and, although it spotted the two ships before the ships spotted the submarine, the exercise provided both ships and the helicopters with some valuable "ping" time.

From Skaggs Island:

A victory without casualties was awarded to the Coast Guard after a muddy, rain-drenched assault by Marine reservists. The Coast Guard forces consisted of Coast Guard personnel from Port Security, Treasure Island. Prior to the war game attack, Coast Guard sentries were stationed at strategic points around the island. They awaited the Marine invasion with fixed anticipation. After hours of driving rain, the clouds parted like a curtain as the Marines poured from the sky in a parachute attack.

Once on the ground, the leathernecks converged on the Coast Guard command post, only to be defeated by an aroused group of Coast Guardsmen.

From Rio Vista:

The Green Army successfully defended its base against waterside assaults, main gate crashes, infiltration and civil demonstrations by Green country's dissidents. Stockton reservists assumed the role of the dissidents while Rio Vista reservists represented the Government army.

The attacker's mission: to continue the assault throughout Saturday and Sunday morning. When the final count was in, the 30-man Green Army had suffered seven deaths, one injury, had two of its members taken prisoner and one member neutralized. In addition, the Green force lost a full

pier, along with a tug and some chain link fence.

In turn, the Green Army killed 13 members of the attacking force, took two prisoners, sank two vessels and eliminated one command vehicle. So effective were the defensive maneuvers of the Green Army that, by Sunday morning, no attackers were left to stage a final assault.

From Communication Headquarters:

The Reserve contingent at the Communications Center at District Headquarters waited in anxious anticipation as the mini-war exercise began. Their assigned job was to man the office on a 24-hour basis and act as the contact coordinating point for the photo-journalists covering the exercises. The office also acted as the Coast Guard's liaison with the commercial media to provide the public with approved information on the war games activities.

Aboard the Point Heyer:

The assignment of the Point Heyer was to escort VIPs, including Deputy Assistant Secretary of the Navy, Robert T. Connor, on a final tour of the war games. With the arrival of the honored guests, the 82-foot patrol boat pulled away from Fort Baker and headed into the choppy waters of the San Francisco Bay, passing under the Golden Gate Bridge to the area of operations. After his review of the mini-war exercise, Connor said such exercises are essential if reservists are to take their place next to the regulars in an emergency situation.

"The objective of these exercises is to determine where we stand concerning Reserve readiness," stated Connor. "From what I've seen, I'm very impressed with the readiness of the Reserve forces in this operation."

Connor praised the Coast Guard, saying the service did an excellent job in its part of the exercise.

After returning to the Pentagon, Connor said he would make known the success of RDY1-80 to use as a model for other reservists to follow throughout the country.



After retrieving the "victim," Richmond auxiliaryist Leo Coro passes it on to the next set of rescuers. Fifth District auxiliaryists saved 33 lives last year alone.

The Reserve-Auxiliary Connection

story and photos by
PA2 Dick Wehn, USCGR

In historic Richmond, VA, there is a group of people that exemplify the spirit that made America great. They are willing to go anywhere and tackle any obstacle to help people in need.

The people belong to two organizations, the Coast Guard Reserve and the Coast Guard Auxiliary. Their philosophy, however, is dedication to the "One Service" concept. Together, they provide Richmond with a trained, equipped team, on call 24 hours every day of the year.

Says BMC Warren Eib, "We try our best to say yes to everyone." A good example was the 1977 case of the tank vessel, Marine Floridian, demolishing a section of the Benjamin Harrison Bridge on the James River. In the midst of much confusion, reservists and auxiliaryists responded with four boats and more than 30 people. They quickly helped set up a temporary vessel traffic system and maintained a security zone so that repair work could proceed without interruption.

Initially, two regular Coast Guard vessels responded, but by nightfall they had departed, leaving the Reserve-Auxiliary team to handle the operation. The Reserve-Auxiliary team also provided communications and logistic support for the Coast Guard's Atlantic Strike Team and local police divers.

One might say that people naturally work together during an emergency. This may or may not be true, but the cooperation between the Reserve and Auxiliary in Richmond reaches far beyond the immediate situation of an emergency.

During the boating season, Reserve boating safety detachments and Auxiliary flotillas patrol in tandem. They both patrol the same area, one boat going north and the other going south. If either boat needs help, it can summon the other from nearby. In fact, one weekend the Auxiliary boat broke down and the Reserve boat towed it to the marina. The following weekend - guess what?

The same Auxiliary boat had to tow the Reserve boat into the marina. Now that's poetic justice!

Reserve-Auxiliary cooperation is further enhanced by cross-utilization. A Reserve safety patrol crew may be augmented by an auxiliaryist, and vice versa. By combining the capabilities of each unit, these joint patrols provide a complete, compact unit, able to handle most any situation. At the same time the public is provided with an image of both organizations working together to achieve a common goal.

This cross-utilization is also used in training. When the Reserve unit conducts its training for boarding officers, Auxiliary examiners take the course. During the portion of the course dealing with the Auxiliary, a local auxiliaryist does the instructing. In return, the reservists help the Auxiliary flotillas with public education and member training.

One of the keys to the successful operation of this complicated network of dedicated people is the Coast Guard Auxiliary radio station. Charles Smith and his wife, Sharon, operate one of four such units in the Richmond area.

Says Charlie, "Warren Eib helped set up this unit. We took an unused boat antenna and set it up on the roof of the house. The next step was to hook up a car battery to a battery charger running off the house current. That way I have continuous broadcasting capability, even in the event of a power outage. I have speakers in the kitchen and den, so the radio can be monitored at all times."

Charlie has a scanner constantly monitoring Coast Guard, commercial shipping, and local police radio, as does Ken Ashby. The two now plan their daily schedules around each other so that one of them is always near the radio.

In the event of an emergency, Charlie or Ken contacts Warren and others by FM radio or tele-

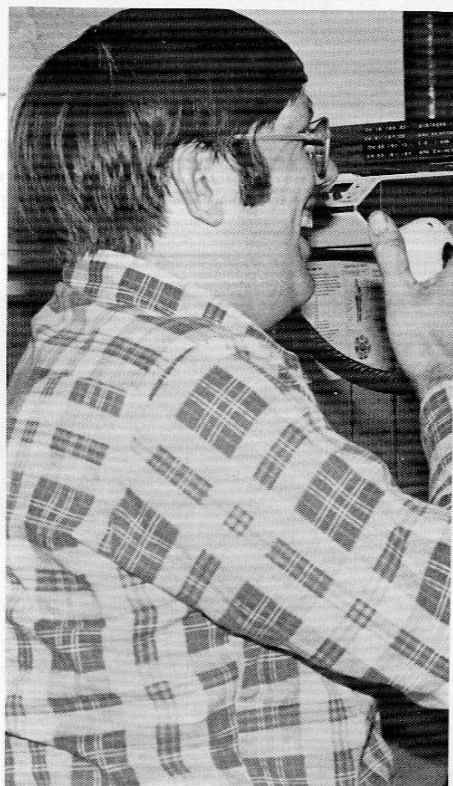
phone. As the volunteers approach the scene, they are aware of the complete situation through their constant radio contact with Charlie or Ken.

An interesting side benefit of this radio facility is that Charlie and Ken can contact the commercial tugs that ply the James River and find out if anything is amiss. In the spring of 1979, the Sea Cadet vessel, America I, was enroute to Little Creek, VA, from Richmond, with 20 teenagers and three adults aboard. There was a tornado watch in effect and the weather was getting worse. When they missed their ETA, the harbor-master at Little Creek called Group Hampton Roads. Charles Smith overheard the radio communications and asked if he could be of help.

After getting the particulars on the case, Charles contacted the tugs on the upper James River. Each tug contacted the nearest tug downriver. In a few minutes, the bridge tender at Newport News radioed that the America I had just passed under the bridge. They were having radio difficulties, but were making good headway toward Little Creek.

The tugs relayed the good news to Charlie, who contacted Group Hampton Roads. The whole process took about 15 minutes and saved the launching of several SAR facilities - just by contacting the river tugs!

More recently, on 8 September 1979, the Richmond Reserve-Auxiliary Connection responded to a call from Coast Guard Group Hampton Roads. A young woman was clinging to a tree in a flooded area of the Appomattox River. Surrounded by a raging river, dense swamp, and high trees, all rescue attempts had proved futile. In all, 25 local, state and federal agencies responded to the emergency.



Auxiliarist Charlie Smith communicates with Coast Guard regulars, reservists and auxiliaryists, as well as mariners and local authorities from the base station in his den. The communications network developed has saved the Richmond-Reserve-Auxiliary team hours of wasted time and many unnecessary miles.



CDR A. T. Miles (wearing civilian clothes) assists auxiliaryist Melvin Dew during search and rescue exercises off Windmill Point.

After surveying the situation, Chief Eib requested a Coast Guard helicopter from Elizabeth City, NC. Charlie Smith relayed the message and heard the reply, "Everything's flying on SAR already."

One of the cases being worked at the time was a search for a body. As Chief Eib recounts it: "I told them that if they continued their search for the body, they would lose the woman for sure. Her only hope was a Coast Guard helo."

A helicopter was diverted and radio contact was made with Charlie Smith as it neared the scene. The workload was so hectic at Rescue Coordination Center, that control of radio communications was turned over to Charlie, and later to Ken Ashby. Who ever heard of an auxiliaryist handling radio comms for a Coast Guard helicopter?

After some fantastic flying by the Coast Guard pilot, and intense cooperation between reservists, auxiliaryists and local authorities, the woman was saved from certain death and transported to a hospital. Thanks, once again to the Reserve-Auxiliary Connection, another fatality was avoided.

Their dedication to the "One Service" concept and the willingness to go anywhere to help anyone has made the Richmond Reserve-Auxiliary Connection an unbeatable team. In recognition of their efforts, Reserve Unit Richmond was awarded the Reserve Officers Association Congressional Award for FY 1979, "...awarded to those units who most exemplify military and civil readiness in the Coast Guard Reserve."

Whether it be an oil spill, a boat fire, or a person stranded on a rock, the Reserve-Auxiliary Connection will be ready and waiting to be called upon in the future. May all Coast Guard, Coast Guard Reserve, and Coast Guard Auxiliary units pattern their efforts after this outstanding group of people.

An 'ahh'-some responsibility

story and photos by PAC Cable Spence, USCGR

A physical examination is as much a part of the Coast Guard reservist's life as wearing a uniform or standing watch. Therefore, when there is something new to report about health services for reservists, it takes on mouth-opening significance.

Since July of this year, the tongue depressed "Ahhhs" emanating from the Governors Island sick bay on drill weekends have been those of reservists receiving physical examinations from Reserve medical personnel.

The program had its beginning in 1977 with the establishment of a Third District Health Services Administrator, to which CWO4 Frank Peterson, USCGR, was assigned, a position he still holds. With this assignment came the creation of a Health Services Branch.

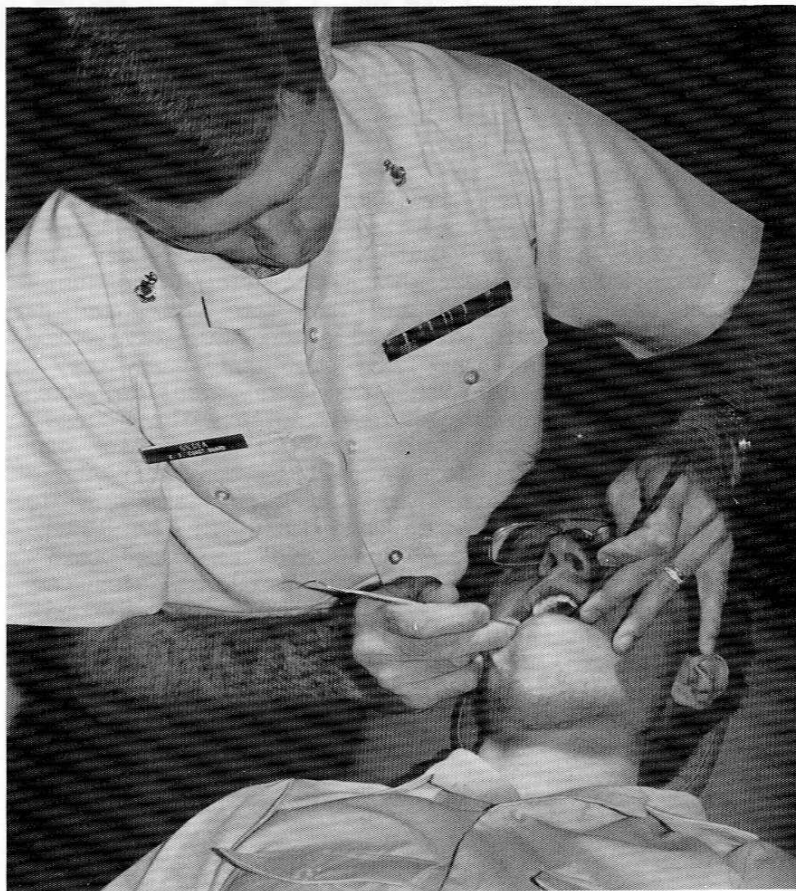
The first program to be initiated was a review of Reserve medical records for inoculations. Research, under the direction of Peterson, revealed several needs. Among them: Reserve medical personnel not working their rates, some not even active. Some units had no dispensary facilities. Too many physical exams were being rejected because they were incomplete or improperly administered. In addition, the new requirement for annual physicals for those over 35 or once every three years for those under 35 greatly taxed the work load of the regular medical personnel.

Peterson began a search for Reserve medical personnel and brought together a group of highly trained specialists, many of whom are employed in similar occupations in civilian life. These specialists formed the nucleus of the Health Services Team which is presently performing physical examinations on Governors Island.

Along with fulfilling a mobilization need, the Health Services Branch provides valuable training for those holding medical services rates and opportunities for newly trained medical personnel.

The current efficiency with which the new program is operating will soon allow for the next phase to begin. Presently, physicals are given only one weekend per month. The program calls for expanding the service to four weekends per month. Peterson eventually plans to organize a mobile health team that could provide necessary services to reservists at their units.

In reviewing the program to date, Peterson says that he is encouraged at the response from personnel he has recruited and from those who have benefited from the convenience of having a Reserve program of this nature. "We have a long way to go before all our goals are met, but we have a good beginning and a good foundation upon which to build," notes Peterson.



Photos—above: getting some "hands-on" training and providing a valuable service as well is HMC Gildea, USCGR; below: HMCS V. Calandriello, USCGR, keeps a sharp eye on the eyes of a fellow reservist.



Hail to the (new) chiefs!

The Commandant is pleased to announce that, as a result of satisfactorily participating in the October 1979 Servicewide Examination and having met all

other requirements for advancement, the following personnel are advanced to master chief petty officer, senior chief petty officer, and chief petty

officer, effective 1 March 1980. Congratulations to these reservists whose efforts on behalf of the Coast Guard Reserve are appreciated.

To ADCM A.G. Radulski	E.N. Arms J.B. Littrell C.A. Rodriguez	W.A. Montpelier A.S. Piazza G.W. Gregg	To PSC K.R. Almborg A. Gardiner L.E. Hoskins	J.C. Paschen J.A. Akins D.N. Kelly	W. Pesek T.J. Kilker L.E. Kitts
To BCMC A.C. Nason P.J. Debold J.W. Everly	F.C. Demarco A.P. Gambale W.R. Beasley	To QMCS D.J. Beitey	J.G. Burks J.R. Hillhouse H. McGinniss	K.S. Corry P.M. McKeehan G.F. Johnson	To GMC D.G. Dillon U. Manning
To DTCM G. Fierro	To DCCS R.W. Brown	To RMCS J. Malchoff, Jr.	J.G. Geoghegan J.T. Hurly B.J. Kimbrell	R.R. Cornell C.L. Gardner M.J. Carr	To HMC P.J. Ward
To FICM M.E. Grigg	To EMCS R.L. Tucker E.D. Herweck J.J. Hayostek	To TTCS W.W. Locklin	G.E. Fithen, III D.I. McRobb G.D. Miacias	C.M. Corcoran M. Gorniewicz J.N. Haran	To MSTC R.H. Walke
To HMC W.H. Ryan	To ETCS W.L. Nolan D.M. Brown C.A. Bivona	To YNCS A.C. Malmquist	W.L. Marshall K.G. Dolan W.J. Budrius	W.S. McFadden J.M. Wies D.M. Tonnessen	To QMC C.A. Bookhammer
To MKCM L.P. Cousineau	To ADC P.S. Cuipenski	To AEC A.R. Donley	J.C. Bourquin D.L. Kuster R.R. Meyer	W.L. Jester R.B. Craven C.F. Mabijs	To RDC S.F. Gutt P.E. Webster
To QMCM R.E. Brouillard	To FICS R.D. Medeiros	To AMC D.E. Bartels	R.P. Spurr L.A. Rotondi R.N. Andersen	M.B. Lentz To DCC H.G. Bennison	To RMC R.C. Santfournier S.J. Hansen M.T. Pellish
To PSCM J.M. Strong R.C. Vonstempa	To HMC A.T. Mikulski	To BMC C.R. Mansell D.F. Bradley H.V. Leonard, III	To SKC D. Chavana E.L. Benton W.R. Head	To EMC T.P. McLaughlin	To ETC J.J. Maguire
J.K. Gill W.L. Wardle J. Neaves	To MKCS R.H. Fitch J.A. Rochin R.L. Lindley	V.A. Montgomery R.M. Wolter R.S. Perlow	B.A. Nelson	To ETC J.J. Maguire	To MKC J.W. Jacobs J.D. Boyd
To SSCM J.P. Young	J.B. Jenkins D.L. Gibbs R.H. Billington	R.H. Sylvester R.E. Smith M.R. Kelly	To SSC T.E. Header R.J. Benedetti	To FIC B. Hill E.L. Scarbrough	R.A. Harris T.H. Roberson R.A. Bonney
To BMCS J.C. Strobel J.M. Costanzo	A.L. Disalvo C.T. Ross	T.M. Huczek J.P. Heyde T.J. Qualter	To TTC J.H. Lewis	C. Johnson C.H. Fewster P.A. Sacco	D.E. Moore R.D. Nicholson J.C. Flynn
T.R. Vandyke T.D. Gelwicks	To PSCS G.R. Smythe		To YNC P.J. Howard	T.T. Speer A.R. Williams K.J. Padilla	W.A. Cannon

The chief petty officer candidates that appeared above the cut-off on the Coast Guard Reserve Servicewide Exam Advancement Eligibility List of 11 December 1979, but who were not advanced on 1 March 1980 had some incomplete advancement documentation.

In each case, complete documen-

tation was requested from the appropriate district. If received by the deadline of 30 April 1980, the candidates were reconsidered for advancement and a supplemental advancement list established.

Those candidates not appearing on the supplemental list are encouraged to recompet for advancement in the October 1980

Servicewide Examination. However, they should make a special effort to check all of the required documentation for accuracy and completeness. Carelessness in this respect can lead to a lengthy delay in advancement. Don't learn this lesson the hard way.

opportunities

Any rank/rate, with experience in tactical software design and development, for one year in G-EEE, USCG Headquarters, Washington, D.C. Applicants should submit complete resume along with Form CG-3453.

SK2 or SK1 for six months in support of CCGD8(f), at CG Eighth District, New Orleans, LA.

SK3 to SKCM with Reserve pay experience for 120 days in G-FPS, USCG Headquarters, Washington, D.C. CWO(F&S) will also be considered. Due to travel budget restrictions, a local Washington resident would be preferred.

YN3 to YNC for 120 days in support of G-KMA, USCG Headquarters, Washington, D.C.

YN3 to YN1 for 120 days in support of RPMIS in G-RA, USCG Headquarters, Washington, D.C.

YN2 or YN1 for 120 days in support of the Management Information Branch, G-P-1, USCG Headquarters, Washington, D.C.

YN2 or YN1 for 120 days in support of the SAR Evaluation Study Group, G-OSR, USCG Headquarters, Washington, D.C.

RM2 or RM1 experienced with teletype for 41 days, 6 July to 15 August 1980, at RM Class "A" School, TRACEN Petaluma, CA. Must be Coast Guard RM "A" School graduate.

TT1 or TTC experienced in supervision of a TT crew in cable testing, trouble shooting, locating cable faults and splicing, and TT3, TT2, or TT1 experienced in cable repair and adjusting and overhauling MOD-28 teletype equipment, for 30 to 60 days beginning 1 June 1980, at USCG Communications Station, Kodiak, AK.

E-4 to O-4 with background in Basic and/or Fortran for 30 to 90 days in COMPACAREA, San Francisco, CA.

Apply for these SADT positions by submitting a Request for Active Duty for Training (Form CG-3453) to Commandant (G-RT) via your chain of command.

Financial aid for education

The educational assistance program, which provides up to \$2,000 (\$500 maximum per 12 month period) is still being offered by the Coast Guard Reserve for high school students who will graduate prior to reporting to boot camp.

For members enlisted after 30 September 1979 this assistance provides for up to 100 per cent of the educational expenses incurred for instruction at an accredited institution and includes tuition, fees, books, lab and shop fees and consumable supplies.

This financial assistance is in addition to the pay earned when on full-time training duty and for monthly drills. For the initial periods of full-time training duty a single person earns \$420 monthly, plus room, board, medical, etc. The total amount paid for the normal 12 weekend drills and two weeks training is about \$1,500. This, plus the \$500 yearly educational assistance will provide a total of slightly more than \$2,000 annually.

For further information, contact your district commander (r).

New Marine Safety course available this summer

The Reserve Training Division has announced the availability of a new Active Duty for Training (ADT) course for reservists augmenting in the Marine Safety programs (CVS/PSS/MEP). A two-week Hazardous Chemicals course will be available for those reservists who meet the required prerequisites. This course is in response to both the current problems concerning the transportation of dangerous chemicals and the request of many students for further educational opportunities in the Marine Safety field. It is scheduled to convene on 21 July 1980 at the Reserve Training Center, Yorktown, VA.

Course content includes the Coast Guard's involvement with hazardous chemicals and the occupational health hazards present when working with hazardous chemicals.

The course will provide the student hands-on training in:

(a) the use of instruments to test for the presence or measure of the level of toxic or hazardous chemicals, and

(b) the donning and wearing of protective clothing, including respiratory and splash protection.

It will also cover response techniques to hazardous chemical emergencies, including:

(a) an introduction to the Chemical Hazardous Response Information System (CHRIS)

(b) the defining and categorizing of kinds of oils, chemicals, and substances, and

(c) the technical aspect of responding to emergencies.

Finally, students will participate in practice drills covering emergency situations.

To qualify for the course, you must have attended the ADT MES I and MES II or, either MESPOC or MESBIC.

If you are interested in attending the course and you meet the above prerequisites, contact your District Training Officer.

College and tech credit for RTC courses

Present and former Coast Guard personnel who received their specialty training at the Reserve Training Center, Yorktown, VA, and who are now attending or planning to attend a post secondary educational program may be able to lessen the total number of courses needed to receive their degree or diploma.

Over 24 of the courses taught at the Reserve Training Center have been recommended for voca-

tional and collegiate credit consideration. These courses will be included in the next edition of the Guide to Educational Experiences in the Armed Forces which is published by the American Council on Education. This publication is used by many technical schools, junior colleges, colleges, and universities to evaluate, for earned credit, courses a person has taken while serving in the military.

By awarding credit for a person's military training, schools and colleges are recognizing previous achievement. Course credit of this type generally may be applied as electives, or, in some cases, in place of courses in a student's curriculum which are similar to courses taken while in the military.

The following courses are recommended for college credit:

Advanced Electrical/Electronics
12 weeks (420 hours) March 1978—Present
Caterpillar Models D-397, 398, 399, D-333, 343, 353 Diesel Engine and Electrical Operation and Maintenance
3 weeks, (105 hours), October 1979—Present
Class A Boatswain's Mate
12 weeks (424 hours), March 1979—Present
Class A Machinery Technician
16 weeks (555 hours) May 1979—Present
Marine Environment and Systems Petty Officer Basic
5 weeks (179 hours), April 1977—Present
Marine Safety Basic Indoctrination
12 weeks (418 hours), April 1979—Present
Maritime Law Enforcement
5 weeks (178 hours), February 1979—Present
National Boating Safety Class C School
6 weeks (204 hours), March 1977

Outboard Engines Operation and Maintenance
2 weeks (70 hours), October 1979—Present
Port Security School
6 weeks (204 hours), March 1979—Present
Pratt and Whitney FT4A Gas Turbine Engine Operation and Maintenance
2 weeks (70 hours), May 1978—Present
Refrigeration and Air-Conditioning
5—6 weeks (175—205 hours), June 1977—Present
Small Arms Instructor School
3 weeks (105 hours), March 1979—Present
Class A Marine Science Technician
13—14 weeks, (475—510 hours), June 1979—Present
Class C Field Oil Identification Laboratory
2 weeks (74 hours), April 1978—Present

General Electric LM100 and Solar T-1000's Emergency Gas Turbine Main Propulsion Operation and Maintenance
2 weeks (70 hours), September 1978—August 1979
Hazardous Chemical Training
3 weeks (105 hours), June 1978—Present
Hydraulic Systems and Equipment Operation and Maintenance
2 weeks (68 hours), May 1978—Present
Junior Officer Leadership and Management
2 weeks (70 hours), September 1979—Present
Marine Environment and Systems Officer
4—6 weeks (146—210 hours), April 1977—Present
Marine Environmental Protection
3 weeks (105 hours), September 1978—March 1980
Weather Briefer
3 weeks (105 hours), February 1978—Present
Officer Candidate School
15 weeks (420 hours), August 1979—Present

HM performance testing program in operation

The HM Performance Testing Program is now going into its third year and its success has far exceeded expectations. The program is designed to allow Reserve HMs the opportunity to evaluate, refresh, and expand their clinical skills by working in an operational Coast Guard medical facility.

Because emphasis is on skill performance and evaluation, the participants are not graded by the traditional numerical or percentage score which compare them to each other. Instead, each participant is given a list of tasks to do. These are observed by an evaluator who marks them either GO or NO GO. If a participant receives a NO GO, instruction in that task is provided and another evaluation is performed after the individual has had the opportunity to practice it.

The tasks evaluated fall into five duty categories: Emergency Room, Pharmacy, Medical Laboratory, X-Ray, and Physical Examinations. Approximately half of the two week period is devoted to performance testing. The remain-

der is devoted to augmentation duties.

The HM Performance Testing Program was designed by the Reserve Training Division and the Office of Health Services. With the cooperation and support of the Commander, First Coast Guard District and the Commander, Coast Guard Air Station Cape Cod, a pilot program was conducted in 1978.

The benefits of the program have been recognized by both re-

servists and regulars. For Reserve HMs, the program offers the chance to develop clinical skills while working in the "real world". For regular CGAS Cape Cod medical personnel, it provides additional corpsmen during a peak period.

The 1980 schedule of convenings is listed below. HMs (E-4 through E-6) wishing to participate should apply through the chain of command.

Convening	District										
	1	2	3	5	7	8	9	11	12	13	14
Number of Quotas											
06/01/80 CC	1	0	1	0	1	0	1	0	0	1	0
06/15/80 CC	0	1	0	1	0	1	0	1	1	0	0
06/29/80 CC	0	0	1	0	1	0	1	0	0	1	1
07/13/80 CC	1	1	0	1	0	1	0	0	1	0	0
07/27/80 CC	2	0	2	0	0	0	1	0	0	0	0
08/10/80 CC	0	1	0	1	1	1	0	1	0	0	0

(G-R-1)

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C	5	3	1	3	2	1	1	1	1	1			3		1	1	1		1	1	1	1	1	1	1				12th,13th,14th,17th(50)
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